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proposal to establish any paper factory for manufacturing writing and printing paper with the use of bagasse made available by the sugar factories?

THE HON. SRI R. VENKATARAMAN : Six factories have been licensed for the manufacture of paper in the State. One or two of them propose to use bagasse, among other things, as raw material. Since the factories are being set up in the private sector, the use of raw materials will be decided by the sponsors themselves.

State Transport buses

* 126 *Q.*—SRIMATHI T. L. THIRUPURASUNDARI : Will the Hon. the Minister for Industries be pleased to state—

(*a*) the number of State Transport buses condemned since the date of nationalization of the City Transport and the estimated cost thereof;

(*b*) the nature of the disposal of the condemned buses and the amount realized;

(*c*) the total cost of spare parts found missing and the action taken in this regard?

(*d*) the number and cost of buses purchased since the date of nationalization; and

(*e*) the average number of State Transport buses plying daily, in the (i) City and (ii) Mufassal?

THE HON. SRI R. VENKATARAMAN : (*a*) The number of Madras State Transport buses condemned since the date of nationalization up to 31st March 1962 was 422. Their assessed value was Rs. 11,97,438.

(*b*) All the condemned buses were disposed of in public auction and the amount realized was Rs. 30,38,921.

(*c*) No ready list of spare parts found missing is available. The time and energy involved in collecting the figures ever since the inception of the Department will not be commensurate with the public interest to be served. In every case of loss of spare parts, action is promptly taken to fix the responsibility and to effect recoveries wherever responsibility for the loss can be fixed on any particular individual or individuals.

(*d*) The total number of buses purchased is 1,085 at a cost of Rs. 4,42,67,345.

(*e*) The daily average number of buses run during May 1962 was 337 in the City and 112 in the mufassal.

SRI T. P. SRINIVASAVARADAN : How many buses were damaged on the 19th instant and what is the extent of the loss?

THE HON. SRI R. VENKATARAMAN : Fifty-three buses were damaged on the 19th of July 1962. The visible loss has been estimated at Rs. 12,000—the loss to the bodies of buses. The loss in collection is estimated at Rs. 31,000.

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திருமதி டி. எல். திருபுரசுந்தரி : தலைவர் அவர்களே, காணமற் போன சாமான்கள் திருட்டுப்போனக் குற்றத்தில் தொழிலாளர் கள் கலந்திருக்கிருர்களா ?

கனம் திரு. ஆர். வெங்கட்ராமன் : சாமான்கள் யாரிடத்தில் ஒப்படைக்கிறேமோ அவர்கள் பொறுப்பில் காணமற்போனல் அந்தத் தொழிலாளியிடமிருந்து "ரெகவர்" பண்ணுகிருர்கள். காணமற்போனதைக் கண்டுபிடிக்க முடியாமற்போனல் "ரெகவர்" செய்ய முடியாது.

திருமதி டி. எல். திருபுரசுந்தரி : தலைவர் அவர்களே, தொழி லாளிகள் வேலை செய்துவிட்டு வீடு திரும்பும்போது அவர்களைப் பரிசோதனை செய்து அனுப்பப்படுகிறதா ?

கனம் திரு. ஆர். வெங்கட்ராமன் : அப்படித்தான் அனுப்ப வேண்டும். வேலை செய்துவிட்டு வெளியே போகும்போது பரி சோதனை உண்டு.

SRI S. K. SAMBANDHAN : The Hon. Minister said that only 337 buses were plying daily in the City. What about the other buses? Have the Government any proposal to put more buses on the road out of the remaining buses?

THE HON. SRI R. VENKATARAMAN : Three hundred and thirty-seven buses are running within the City. There are a number of overlapping routes. The mufassal buses which I mentioned—that is, 112—also cover parts of the City. For instance, a bus which comes from Tambaram and a bus which comes from Ponneri also cover the City. If you take all these things, the number of buses available for City transport alone is of the order of 445.

SRI S. K. SAMBANDHAN : The total number of buses is more than 700 and the total number of buses plying in the mufassal and in the City is 445, according to the Hon. Minister. Why are so many buses kept idle?

THE HON. SRI R. VENKATARAMAN : The answer is very simple. Out of the 770 buses, some have to be set apart for monthly maintenance, some for getting brake certificates every six months and some for annual overhaul. The number of buses which are thus set aside for maintenance would be of the order of 18 to 20 per cent. Out of the balance of vehicles, some will be run at peak hour services. This figure relates only to regular services. Over and above this, a number of buses are running between 8 O'clock and 10 O'clock in the morning and 5 O'clock and 7 O'clock in the afternoon. If those buses are taken into consideration, it will be seen that a large number of buses are running in the City.